

## Appendix A

### How Do the District Elements of the Comprehensive Plan<sup>1</sup> for the National Capital Address Current Issues Facing the District?

Key Issues that Face the District	Element (s) That Reference Key Issues	How are the Issues Facing the District Addressed and/or Reflected in the Comp Plan?	How Well are These Issues Addressed in the Plan
<p><b>Relationship with Federal Government</b></p> <ul style="list-style-type: none"> <li>The District's status as the National Capital imposes special costs for infrastructure and services needed to serve the federal workforce. It also places significant limitations on the city's ability to raise revenues due to non-taxable federal and foreign-owned lands and the inability to tax income earned in the city by non-residents.</li> <li>The transformation of appropriate federal lands to more productive federal use or transfer to the District or private ownership for more productive use is a key element in the long-term growth of the city.</li> <li>The District needs assistance with financing infrastructure and maintenance of transformed federal lands.</li> <li>Maintain appropriate security with minimum impact on the life of the city for residents and visitors.</li> </ul>	<p><b>General Provisions</b> <b>Economic Development</b> <b>Land Use</b></p>	<p>The Comp Plan includes mention of the federal government in a number of elements. These items are highlighted below.</p> <ul style="list-style-type: none"> <li>Working in concert, the District and federal government must promoting enhanced public safety (section 110.1(b)).</li> <li>There is a concentration of federal jobs in the District (1/3 of all jobs in DC are in the federal gov't sector) (section 200.2).</li> <li>There is a need to strengthen the economic partnership with the federal government to facilitate the redevelopment of surplus federal property, increase federal funding, and specifically working with the US Navy's "Bridges to Friendship" initiative tied to job expansion at the Navy Yard (section 209.4(b,7), Action 13.)</li> <li>The recommendation to have federal incentives enabled by Federal Enterprise legislation apply to the entire District (section 209.6(b,4)).</li> <li>The identification of the District as the seat of the federal government (section 1100.1(2)).</li> <li>The need to identify mechanisms to enable the District to gain jurisdiction over certain federally owned waterfront land to realize development opportunities (section 1115.1(o)).</li> </ul>	<p>The special relationship between the District of Columbia and the federal government and the issues encompassed by this relationship are not well articulated or addressed in a holistic manner.</p>

<sup>1</sup> General Elements only

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<p><b>Regional Context</b></p> <ul style="list-style-type: none"> <li>As the region's population and employment experienced strong growth over the last 40 years, both the District's total employment and population have decreased.</li> <li>Growth in the District was mostly childless singles and couples.</li> <li>Need coordinated approach to certain regional issues, such as transportation, air pollution, and access to jobs in the region for District residents.</li> </ul>	<p><b>General Provisions</b>  <b>Economic Development</b>  <b>Transportation</b></p>	<p>Comp Plan references to the regional context are highlighted below.</p> <ul style="list-style-type: none"> <li>As one of the ten major themes of the Comp Plan: "reaffirming and strengthening the District's role as the economic role as the economic hub of the National Capital Region" (section 101.1(h)).</li> <li>In the declaration of major economic development policies, the Comp Plan states the purpose of the economic policies is to enhance the District's role as the "Nation's Capital and the economic center of the National Capital region" and "The District has been the dominant force for economic growth in the national Capital region for well over a century...the District remains the vital core and driving force in the region's economy." (Section 200.1a,b).</li> <li>The District's central employment area includes the hub of the Metrorail system, the Convention Center and a concentration of hotels which "...reinforce the District's regional centrality" (section 200.3).</li> </ul>	<p>The regional trends and issues that influence and affect the District, its land uses, demographics, transportation and service delivery demands are not a major focus of the Comp Plan or even a minor one. In most of the instances where the plan does mention the regional context, it is primarily to re-state the District's primacy as the economic hub of the region (although no data is provided to support these assertions).</p>

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<b>Managing Expected Growth</b> <ul style="list-style-type: none"> <li>▪ MWCOG round 6.2 projections anticipate the District growing from a population of 518,000 in 2000 to 555,000 in 2010 and to 648,000 by 2025. District employment is anticipated to increase from 678,000 jobs in 2000 to 752,000 in 2010 and to 831,000 by 2025. Does the Plan articulate how to accommodate this growth?</li> <li>• The District has lost overall population, specifically families with children. At the same time, there has been a surge in single-person and childless households.</li> <li>• The District has become increasingly divided by income, as middle income residents are leaving the city, leaving the affluent and high concentrations of poverty.</li> <li>• More jobs than residents in the District. Many District jobs are held by individuals who live in the suburbs.</li> </ul>		<p>No discussion or reference to demographic changes is included in the Comp Plan.</p>	<p>The topic of growth and how and where to accommodate it is not addressed in the Comp Plan. No details are provided about the amount of vacant land is there that is suitable for new housing or employment. In addition, no information about the number of abandoned housing units that might be suitable for rehabilitation and reinvestment are presented.</p>
<b>Employment and Job Skills, &amp; Economic Development</b> <ul style="list-style-type: none"> <li>• Less than a third of jobs in DC are held by DC residents.</li> <li>• Government decision-makers and the business community need to work collaboratively to increase employment opportunities for District residents.</li> <li>• Many District resident job seekers do not possess the skill sets required by local and regional employers. Unemployment rate in DC continues to exceed the rate in other neighboring jurisdictions</li> </ul>	<b>General Provisions Economic Development Land Use Downtown Public Facilities</b>	<p>Economic development is one of the central themes of the Comp Plan. The Economic Development Element (Section 200) includes the action items from the 1998 "Strategic Economic Development Plan for Washington, DC" which provide some of the most directed recommendations in the Comp Plan. While the Comp Plan's references to employment are too numerous to list in entirety, some key plan references to employment are highlighted below.</p> <ul style="list-style-type: none"> <li>• As one of the ten major themes of the Comp Plan: "Increasing the quantity and quality of employment opportunities in the District" (Section 101.1(b)).</li> <li>• The Economic Development element includes numerous</li> </ul>	<p>Economic development is one of the central themes of the Comp Plan. The Economic Development Element (Section 200) includes the action items from the 1998 "Strategic Economic Development Plan for Washington, DC," which provide some of the most directed recommendations in the Comp Plan. The Comp Plan's lack of analysis on employment trends, growth sectors and targets beyond those for downtown is an important omission.</p>

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		<p>objectives related to increasing employment in the District and to increasing those opportunities for District residents. Improving job skills of the unemployed, poor and new entrants into the work force are also stressed (Sections 200-209).</p> <ul style="list-style-type: none"> <li>• The Comp Plan makes several mentions of the need to have affordable, quality childcare for working parents with young children (for example, section 200.14).</li> <li>• Includes a target of 35.1 million sq. ft office space and 5.7 million sq. ft. of retail space for Downtown (Sections 900.5 and 900.4).</li> <li>• Promotes the Central Employment Area as the core of the District's as well as the regions office and federal employment sectors.</li> <li>• Policies that support commercial development including retail and office as well as the expansion of housing opportunities to improve the economy of the District and its neighborhoods Section 1108.1)</li> <li>• Industrial land uses that provide services and jobs are essential. Uses should be maintained and land reserved for production and technical employment through zoning and other means. (Section 1111.1)</li> <li>• Stimulate growth of industries providing a high ratio of employees to land areas. (Section 1111.1c)).</li> <li>• Determine the status, trends and needs for industrial land, potential benefits to residents and related fiscal benefits. (Section 1111.1 (f)).</li> </ul>	

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<p><b>Locating Public Facilities</b></p> <ul style="list-style-type: none"> <li>• The District lacks a comprehensive public facilities plan to address siting and maintenance of public facilities. A growing and changing population will require upgrading and replacement of facilities, and some new facilities at new locations.</li> <li>• Some facilities, especially schools, parks and recreations centers, should be seen as key components of neighborhoods improvement and identity.</li> <li>• Current and proposed public facilities will have to compete with growing population households and new jobs for the ability to acquire parts of the District's limited land base.</li> <li>• The Comp Plan needs to provide for better integration between public facilities planning and the Capital Improvement Program, including ways to integrate the activities of various departments.</li> <li>• Challenges in locating group homes, correctional facilities and public work operations.</li> </ul>	<p><b>Public Facilities</b> <b>Land Use</b> <b>Downtown</b></p>	<p>The Comp Plan includes a Public Facilities Element and also mentions the role infrastructure and public facilities play in maintaining livable communities. Some key Comp Plan references to infrastructure/public facilities are highlighted below.</p> <ul style="list-style-type: none"> <li>• The plan states that the District must focus on water and sewer mains, storm sewers, streets and bridges, and sewerage treatment and solid waste management facilities (section 600.1).</li> <li>• The plan includes an objective to ensure the construction, rehabilitation and maintenance of facilities essential for public service delivery. It does not include criteria for establishing capital improvement priorities but states that these criteria and coordinating procedures should be established. (Section 602.2(a)).</li> <li>• The need to develop capital financing and construction techniques that reduce long-term debt accumulation (Section 602.2(d)).</li> <li>• Calls for the development of District-wide public facilities plan and map by 1990 to include existing facilities and needed improvements and replacements that would provide guidance for the preparation of the CIP. Subsequently the District is to conduct a five-year review of facility use and an assessment of trends and factors affecting the demand for services. The result of this analysis should be the update of the public facilities plan (as part of the Comp Plan) submitted to</li> </ul>	<p>The Comp Plan provides little guidance on locating public facilities. In addition, it does not provide guidance on investment and implementation priorities. There is no link to the city's Capital Improvement Program.</p>

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		<p>Council for review and approval (section 603.2).</p> <ul style="list-style-type: none"> <li>• Reinvest a portion of revenues generated by downtown redevelopment to improve its physical environment and facilities. Prepare a component of the CIP to highlight public investments Downtown (944.2)</li> <li>• The Land Use Element includes a classification of public facilities that are part of the CIP and lists the following: recreation centers, police district stations, police and fire harbor units; health and social service centers; government support facilities' schools, highways and bridges. (Note that the list is incomplete since libraries, fire stations, parks, sewer, water, and solid waste facilities are not included.) (Section 1114).</li> </ul>	

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<b>Fiscal Challenges</b> <ul style="list-style-type: none"> <li>The District has the expenditure requirements of a city, state, school district, and national capital, but does not have the tax base or authority to meet these requirements.</li> <li>Because of severe restrictions on its tax base (53% of land is not taxable because of federal, non-profit and foreign-owned lands) and taxing authority, the District faces a revenue shortfall that can only be addressed with new revenue sources or other budgetary assistance.</li> </ul>	<b>Economic Development Transportation</b>	<p>Fiscal issues and policies in the plan focus on the need to expand the city's tax base through increased employment, particularly for District residents and are mentioned in several places in the Comp Plan. Key plan text relating to fiscal health include the following items.</p> <ul style="list-style-type: none"> <li>The generation of sufficient tax revenue to fund the District's budget is a top priority (Section 200.13).</li> <li>Under the transit heading, the Transportation Element includes an objective to spearhead a campaign to establish a regional tax to finance the expansion and rehabilitation of the Metrorail and Metrobus system (503.2(b)).</li> </ul>	<p>The District's fiscal framework and challenges are not addressed in a significant manner in the Comp Plan.</p>
<b>Transportation</b> <ul style="list-style-type: none"> <li>There is an imbalance between who uses the city's transportation infrastructure (residents and non-residents) and who pays for that infrastructure (residents). For example, 70% of cars on DC roads are from out of state (mostly from Virginia and Maryland).</li> <li>While the District needs to grow, its transportation infrastructure will be hard-pressed to accommodate that growth because of revenue shortfalls.</li> <li>The District has more environmentally responsible patterns of transportation and land use than most of the region, but it could still face a cut-off in transportation funds because of <i>regional</i> air quality non-attainment.</li> </ul>	<b>Transportation Downtown Land Use Economic Development Environmental Protection</b>	<p>The Comp Plan includes a Transportation Element and also includes policies and objectives in other elements including Economic Development and Environmental Protection. The relationship between land use and transit is mentioned a number of times (see separate discussion of Transit Oriented Development). Key plan text relating to transportation includes the following items.</p> <ul style="list-style-type: none"> <li>Connect District residents to metropolitan jobs (Section 209.5(a,4)).</li> <li>Continue to support an expanded subway systems and work with regional jurisdictions to ensure that the Metrorail system is constructed as planned and the Metrobus and rail systems are integrated (Section 412.2(j)).</li> <li>The plan states that the "Today the District has a transportation system that meets its needs generally" although the text acknowledges</li> </ul>	<p>The District Department of Transportation (DDOT) has a Transportation Vision Plan that is not included or referenced in the Comp Plan. Its major emphases are also not included in the Comp Plan: transportation safety, traffic calming in neighborhoods, augmentation of the Metro System with light rail, and parking management. In addition, the Comp Plan lacks transportation-related maps, a significant omission.</p>

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		<p>that there are some needed improvements (Section 500.4).</p> <ul style="list-style-type: none"> <li>• In the Transportation Element, the declaration of major policies includes the idea that by providing efficient movement of people and goods within the District, the city can maintain/enhance its role as the economic and cultural hub of the metropolitan area (section 500.2).</li> <li>• Heavy use of the District's transportation system results in roadway maintenance issues for which regional solutions must be found including shifting to more transit use (section 500.6).</li> <li>• The transportation goal to provide convenience and cost-effective public transportation services and to work with other metro area jurisdictions to enhance transportation functions and quality of life for those who live, work and visit the District (section 501.1).</li> <li>• Provide reverse commute options for District residents to provide access to the regional job market (Section 502.2(j)).</li> </ul>	



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		<ul style="list-style-type: none"> <li>• Support District and regionally approved programs for air quality improvement and management of proposed restrictions on auto activity (section 504.2).</li> <li>• Establish traffic management strategies to separate local from through-traffic within residential neighborhoods (502.2(d)).</li> <li>• Encourage private sector employers to establish transportation demand management programs to promote alternatives to the single-occupancy car for work trips as well as other measures includes to transit fare subsidies, preferential parking for van/carpools, non-subsidized employee parking, flexible hours of work and bike lockers and facilities. (502.2(i)).</li> <li>• Support completion of a feasibility study to construction the Metropolitan Branch Trail for bicyclists and pedestrians adjacent to the Red Line between Union Station and the Maryland border (section 509.2(j)).</li> </ul>	
<b>Housing</b> <ul style="list-style-type: none"> <li>• Planned affordable housing projects are located primarily in lower-income neighborhoods and not distributed across the city while new market rate housing and housing rehab is occurring primarily in medium to high income neighborhoods</li> <li>• The average price of housing across the city has increased. In addition, the stock of rental housing has decreased, further pushing up rents. These trends exacerbate the need for affordable housing for many low and middle-income households.</li> </ul>	<b>General Provisions</b> <b>Housing</b> <b>Land Use</b> <b>Downtown</b> <b>Human Services</b>	<p>The Comp Plan includes a Housing Element. Selected plan references to housing are highlighted below.</p> <ul style="list-style-type: none"> <li>• The first of the ten major themes of the Plan focuses on District neighborhoods and, by extension, housing: " Stabilizing and improving the District's neighborhoods (Section 101.1(a)).</li> <li>• Central to the Housing Element is the policy that the District must stimulate a wider range of housing choices and strategies for a variety of household types including homeownership opportunities to low- and moderate income households (Section 300.2).</li> </ul>	<p>The Housing Element of the Comp Plan includes broad objectives for the improvement of housing and the mix of housing opportunities but does not establish priorities. However, it leaves much of the detailed analysis and recommendations to another time or process. For instance, it states that "concrete goals for the location, type, size and cost of new housing units by ward and neighborhood based on a needs assessment study should be conducted every ten years" (Section 302.2(h)).</p>

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<ul style="list-style-type: none"> <li>• Lost 6,000 middle class households since 1990, middle class also needs affordable housing.</li> <li>• MWCOC forecasts anticipate that the District's population will increase over the next 20 plus years. Where can this projected growth be accommodated? How much vacant land is there that is suitable for new housing? How many housing units are abandoned and are opportunities for rehabilitation and reinvestment?</li> </ul>		<ul style="list-style-type: none"> <li>• Update and maintain the District's affordable housing rental stock (Section 300.3).</li> <li>• Establish concrete goals for the location, type, size and cost of new housing units by ward and neighborhoods based on a needs assessment study to be conducted at least every ten years (Section 302.2(h)).</li> <li>• The Comp Plan establishes a priority to produce housing for elderly households (Section 304.2(a)).</li> <li>• It establishes a housing linkage between bonus provisions obtained for increase commercial office space and the need to produce housing or contribute funds to housing production for low and moderate income District households (Section 305).</li> </ul>	

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<p><b>Anacostia Waterfront</b></p> <ul style="list-style-type: none"> <li>• The residential neighborhoods along the Anacostia River are separated from waterfront parklands by transportation barriers and large land uses.</li> <li>• Neighborhoods along the Anacostia include some of the poorest in DC and some have limited services and amenities.</li> <li>• The Anacostia River is heavily polluted, impacting natural resources and the quality of life for adjacent neighborhoods.</li> <li>• Approximately 90% of public open space along the river is in the ownership of the Federal government, and its condition has been allowed to deteriorate to unacceptable levels.</li> </ul>	<p><b>Urban Design</b>  <b>Environmental Protection</b>  <b>Land Use</b>  <b>Transportation</b></p>	<p>Waterfront development and the need for improved development of and access to the waterfront is referenced a number of times in various elements of the Comp Plan. Key references include the following:</p> <ul style="list-style-type: none"> <li>• In the Environmental Projection element, under improving water quality, a policy reflects the need to prevent further sedimentation of stream beds and valleys wherever possible and reduce water pollution resulting from point and non-point sources (Section 402.2).</li> <li>• Ensure public access to waterfront areas and protect and enhance their aesthetic and recreational qualities (Section 405.2(f)).</li> <li>• Promote the construction of a continuous pathway along both the Potomac and Anacostia Rivers to provide access and use of parkland areas that are currently underused (Section 507.2(b)).</li> <li>• The District must focus more attention on the future design and development of its waterfronts, which are underutilized and unrealized (Section 700.2).</li> <li>• Preserve and enhance the outstanding qualities of the natural park and waterfront areas (Section 702.1(c)).</li> <li>• Section 706, Waterfront Design Areas, includes numerous recommendations related to development, design and access to waterfront areas and parks.</li> <li>• Calls for the identification of possible mechanisms by which the District can gain jurisdiction over waterfront land, much of which is in federal (National Park Service) ownership (Section 1100.6).</li> </ul>	<p>The Comp Plan does not address the Anacostia waterfront in a holistic or comprehensive way. Instead, references are included in various elements and in general lack detail.</p>

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		<ul style="list-style-type: none"> <li>Develop a waterfront and shoreline plan in cooperation with NCPC (Section 1115.1c)).</li> </ul>	
<b>Transit Oriented Development</b> <ul style="list-style-type: none"> <li>Approximately 2,000 acres of underutilized land resources are available within a 10-minute walk of District metro station areas.</li> <li>Transit oriented development can play a role in improving regional air quality while permitting continued (and necessary) growth in the District.</li> <li>Not all land near transit is in high demand, with some viewed as risky development areas.</li> <li>The District does not have a special zoning district or overlay for transit station areas.</li> </ul>	<b>Transportation Land Use Urban Design Downtown</b>	<p>The desire for transit oriented development (TOD) is articulated in several places throughout the Comp Plan with concentrated attention paid to station areas in the Land Use Element in the discussion of specific “development opportunity areas” and 12 “special treatment areas,” and housing opportunity areas, some of which are related to Metrorail stations. Selected key references to TOD are included below:</p> <ul style="list-style-type: none"> <li>Provide directed and active support to the creation of an economic development entity that would stimulate economic activity centers along major commercial corridor at selected Metrorail stations (Section 206.2(a)).</li> <li>Focus business activity near neighborhood Metro stations – provide public and private incentives from investment in areas around neighborhood Metro stations (Section 209.69B,1).</li> <li>Provide incentives for developers to build elderly housing including near appropriate Metrorail stations.</li> <li>Support mixed use land use arrangements, particularly near appropriate Metro stations (Section 502.2(a)).</li> <li>Encourage special design quality around Metrorail stations (Section 713.2(g)).</li> <li>Encourage appropriate mix and density of land use around Metrorail stations and establish guidelines for land around Metrorail stations in order to maximize the public investment in the Metrorail system</li> </ul>	<p>Although transit oriented development is discussed in numerous places in the Comp Plan, specific policies are absent regarding the desired mix of uses, the uses that are not appropriate at transit station areas, specific design criteria and standards, and parking.</p>

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		(Section 913.2(a)). <ul style="list-style-type: none"> <li>The objectives for Metrorail station areas development are to concentrate planning and development attention on station areas that offer opportunities for redevelopment and new growth particularly in areas with large amounts of vacant and underutilized lands; maximize development thus promoting transit ridership and improving the city's economic development (section 1134-1136).</li> </ul>	
<b>Parks and Open Space</b> <ul style="list-style-type: none"> <li>The District's park and natural assets are not linked together in an integrated and accessible open space system.</li> <li>Nearly one-third of District owned parks and open spaces are in need of maintenance.</li> <li>Need to claim land for green space as a priority as there are other strategies for transforming underutilized land.</li> </ul>	<b>Public Facilities</b> <b>Environmental Protection</b> <b>Urban Design</b> <b>Land Use</b>	References to parks and open space are dispersed throughout the document. Some have been referenced above related to the issue of waterfront development and thus are not repeated here. Additional, selected key references include: <ul style="list-style-type: none"> <li>Upgrade and maintain public open spaces and streetscape areas in Downtown (Section 924.2(a)).</li> <li>Parks, recreation and open spaces land use categories include recreation centers and parks, cemeteries, and the National Capital Open Space system (Section 1113.4).</li> </ul>	There is no Parks Element of the Comp Plan and the discussion of parks and open space is not prominent within the Comp Plan.
<b>Large Sites</b> <ul style="list-style-type: none"> <li>Several large sites (examples are St. Elizabeths, Reservation 13, SE Federal Center, Camp Simms, Part of Soldier's Home) in DC are being planned to provide a variety of new uses -- how does the Comp Plan respond to large site redevelopment?</li> <li>Large sites with mixed ownership or jurisdiction lack appropriate (or any) zoning, a problem that complicates and lengthens the planning and development process.</li> </ul>	<b>Land Use</b> <b>Environmental Protection</b> <b>Transportation</b>	Selected referenced to large sites include the following: <ul style="list-style-type: none"> <li>Rebuild East of the river with major stores and homeownership – produce a plan that among other things promotes development of large sites such as Camp Simms, St. Elizabeths and the Anacostia River front (Section 209.6(b,6)).</li> <li>Provide procedure to assess the environmental implication of major development projects in accord with the Large Tract Review Procedures of the Office of Planning (412.2(c)).</li> </ul>	The development approach and guidance on the development of large sites in not a major focus of the Comp Plan. Some of the large sites are shown as Development Opportunity Areas but there is little policy guidance. There is no listing of large sites or an assessment of their development potential in terms of additional housing units and jobs.

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<ul style="list-style-type: none"> <li>Competing demands for redevelopment – both public (facilities) and private (economic development) uses.</li> <li>Large sites often require significant infrastructure development, or have significant historic preservation requirements—both of which serve as challenges to planning and development.</li> </ul>		<ul style="list-style-type: none"> <li>Require major developments to demonstrate that adequate parking is planned and develop criteria for a Transportation Management Plan for large construction projections in accordance with Large Tract Review Procedures of the Office of Planning (505.2(e,f)).</li> </ul>	
<b>Civic Participation</b> <ul style="list-style-type: none"> <li>Disparate views on civic participation in the city often depend on where residents live, and defy assumptions about race and income.</li> <li>Rules and requirements for government to involve or inform the public are unclear.</li> <li>There is great variation in the capacity (time and resources) of stakeholders to actively and effectively participate in the government decision-making process on behalf of the needs of their communities and neighborhoods.</li> </ul>	<b>General Provisions Preservation and Historic Features</b>	<ul style="list-style-type: none"> <li>One of the major themes of the Comp Plan is “Preserving and ensuring community input” (Section 101.1 (f)) and is further outlined in section 107, which describes the Comprehensive Plan amendment process and the Comprehensive Plan Progress Report.</li> <li>The Preservation and Historic Features element recommends broad community participation in the effort to protect and enhance historic properties (Section 804.1(n)).</li> </ul>	<p>Although “ensuring community input” is one of the ten overall themes of the Comp Plan, civic participation and how to foster it is not addressed.</p>
<b>Historic Preservation &amp; Urban Design</b> <ul style="list-style-type: none"> <li>Design review authority is dispersed among multiple federal and District boards and commissions, and is unevenly distributed across the city.</li> <li>There is a need for architectural and urban design guidelines for all public sites, whether retained for public facilities or ultimately transferred to private ownership.</li> <li>There is a lack of a signage program identifying historic districts, an ineffective dissemination of design guidelines, a need for more flexible conservation zones or special</li> </ul>	<b>General Provisions Preservation and Historic Features Urban Design Land Use Downtown</b>	<p><b>Historic preservation</b> is addressed in the Preservation and Historic Features element as well as numerous other elements. Key references in the plan include:</p> <ul style="list-style-type: none"> <li>Preserving Historic Character of the District is one of the ten major themes of the Comp Plan (Section 101, 108).</li> <li>The Comp Plan’s Preservation and Historic Features Element provides overall goals, policies, objectives for recognizing the historic features of the District; provides criteria for designation historic districts and landmarks; states policies for identifying and protecting historic</li> </ul>	<p>The Preservation Element includes policies and objectives that provide overall direction. A map of historic districts and resources could strengthen it. Also helpful would be text and maps that highlight areas that may be eligible for preservation but require further analysis.</p> <p>Urban design is addressed at the policy level. The Plan includes little specific design guidance and recommends that guidelines be developed. The Plan uses general terms such as development should be “compatible,” which can be interpreted in quite a broad and inconsistent manner.</p>

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<p>design districts, and greater compliance with preservation standards.</p>		<p>properties; and outlined criteria for designation special streets and places based on their historic or design characteristics (sections 800-808).</p> <ul style="list-style-type: none"> <li>• The Downtown Element states that downtown's historic buildings and places are essential for making downtown a special focus of the city and region and that they should be protected while encourage sensitive and compatible new development (section 900.15). It also includes objectives for downtown historic preservation (section 911) and public actions (section 939).</li> </ul> <p><b>Urban Design</b> is addressed in the Urban Design Element as well as in several other elements. Key references in the Comp Plan include:</p> <ul style="list-style-type: none"> <li>• Respecting and improving the District's physical character is one of the ten major themes of the Comp Plan (section 101, 106).</li> <li>• The Economic Development element recommends an advisory design and development review system which encourages excellence in Downtown design and development that uses a streamlined process based on new criteria to be developed (section 205.2(b)).</li> <li>• The Comp Plan's Urban Design Element includes goals &amp; policies on how maintaining and enhancing urban design should be coordinated and implemented in concert with preservation of the environment; how to address areas with severe building constraints, the District's waterfront areas, the built environment including streets and</li> </ul>	

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		<p>buildings, and commercial corridors (sections 700-714).</p> <ul style="list-style-type: none"> <li>• The Downtown Element includes objectives to reinforce the unique urban character of Downtown including the diagonal avenues, superimposed on the grid of local streets, a variety of building forms an open spaces, relatively low building heights &amp; a mix of old and new buildings, monumental &amp; vernacular architecture. It also provides for the establishment of special districts that recognize distinct urban design identities (section 908).</li> <li>• Street orientation and design objectives include the need to improve public open spaces and ensure that projects contribute to Downtown's vitality and diversity. More detailed policies reflect the signage and environmental graphics; design of buildings and the need for urban design criteria for Downtown development (sections 909-910).</li> <li>• The development of design guidelines for Downtown as well as various Downtown areas such as Chinatown and Judiciary Square are recommended (sections 927,933, 937).</li> </ul>	
<p><b>Special Needs Populations</b></p> <ul style="list-style-type: none"> <li>• According to numerous independent studies, the District ranks last in the nation in "child/youth well-being indicators," such as children living in poverty, infant mortality, teen birth rates, and child abuse and neglect.</li> <li>• The risk for low to middle income people to become homeless has increased in the District.</li> </ul>	<p><b>Human Services Housing Transportation</b></p>	<p>The Human Services Element includes numerous general policies, goals, and objectives on human services related to health and mental health, alcohol and drug abuse treatment, financial and social services, vocational rehabilitation, child card services, and veterans services. (Section 1000).</p> <p>The Transportation Element addresses the needed to provide assistance for transit dependent groups including the</p>	<p>The Human Services Element is the slimmest of all the elements and does not include detailed action steps for implementation of the goals, policies and objectives.</p>



<b>Key Issues that Face the District</b>	<b>Element (s) That Reference Key Issues</b>	<b>How are the Issues Facing the District Addressed and/or Reflected in the Comp Plan?</b>	<b>How Well are These Issues Addressed in the Plan</b>
<ul style="list-style-type: none"> <li>More than 10% of District residents are addicted to illegal drugs or alcohol.</li> </ul>		elderly, students and others who require special services (Section 509.2 (e)).	
<b>Education/Schools</b> <ul style="list-style-type: none"> <li>There is a need to improve the quality of school facilities and education provided by the District's public school system.</li> <li>Improvement of the District's education system is key to both attracting more residents and to improving employment skills of District residents. <ul style="list-style-type: none"> <li>There is a need to examine the opportunities and challenges to use/adaptive reuse of school facilities for co-location of other city services.</li> <li>There is an opportunity for greater coordination between the District's Public Schools and the Parks and Recreation Department in the provision of recreation facilities.</li> </ul> </li> </ul>	<b>Public Facilities</b>	There is no guidance in the Comp Plan related to the major issues that face the District's public schools.	There is no education or schools element in the Comp Plan. Only the school names are listed in the Public Facilities Element but no specific recommendations are included.

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